

PRINCE AAGE GOES WEST.

Leaves Washington for Pittsburgh to Visit Steel Plants.

Prince Aage of Denmark after a three-day visit in Washington left yesterday for Pittsburgh where he will spend several days inspecting the steel plants before visiting Buffalo, Chicago and other large industrial centers. Accompanying Prince Aage when he left here were his aids, Capt. Stymer and Lieut. Knutson. Prince Aage and party were entertained informally yesterday by Constantin run, Danish minister to the United States, at a luncheon at the Willard.

The prince came to this country to inspect industrial institutions and his visit was entirely unofficial. He expects to return to Denmark on July 20.

John A. Leach, seventy-six years old, of Sedalia, Mo., who in 1873 founded the Brotherhood of Locomotive Firemen and Engineers at Fort Jarvis, N. Y., has died at Denver of pleurisy.

PRESIDENT GETS DEGREE FROM GENEVA UNIVERSITY

PARIS, June 27 (by the Associated Press).—President Wilson received another university degree—that of doctor of laws honoris causa—conferred by the University of Geneva. Dr. William Rappard, professor of political economy at the university and secretary general of the league of Red Cross societies, who arrived from Geneva this morning, presented the diploma.

DOPEY DAN AND LON

Social Revolution?

BY W. H. CLAGETT.

"Say, boss, do you think there's any chance of us bustin' out into social revolution when the country goes dry?" asked Lon of Dopey Dan as he pulled out the "makins'."

"About as much chance as there is of your ever gettin' rid of them peculiar spells that you're subject to!" snapped back Dopey Dan, with a scowl on his face. "Social revolution! Howdy ya get that way, anyhow? Social revolution! Ain't I told you a thousand times to quit starvin' on street corners an' attend to your own business? Well, why don't ya do it!"

"Social revolution! Now, see here, kid! It ain't for the likes of you!" me to pass comment on this prohibition rulin' one way or other, as it don't matter a picayune particle what the individual thinks! Th' deed has been did! An' before many moons pass 'will be th' law of th' land, incorporated into our statutes by th' passage of a federal amendment, an' ain't a question of a doubt about th' act bein' regular it's up to all hands to abide by th' law! Get me!"

"But social revolution is a free land like ourn! Gimme air! A country what's made it possible for a rallepitter to be President an' a farm hand to preside over th' highest court in th' land! Social revolution! Call a ambulance quick!"

"Still on th' other hand an' not-withstandin', I gotta admit this be a topsy-turvy period we're passin' through now! A time for quick thinkers an' fast actors! A time when momentous happenings are bein' pulled right under our noses an' th' 'grasshopper' that's dopin' out his future accordin' to past performance has ceased from th' shoulders northward an' is just waitin' to be interred!"

"It's th' on-th'bit era! Th' reconstruction era! A era when all around us, front, back, an' on both sides, th' workers an' thinkers of th' world, th' great worth-while, on-th'level, portion of th' human family is goin' full steam ahead deat set on makin' it a better world to live in, takin' advantage of every opportunity made possible by th' terrible war to wipe forever th' parasites of th' past—th' vultures who've thrived on th' misery of others!"

An' it's up to you, me an' every other Star-Spangled-Banner American citizen to put our shoulders to th' wheel an' help push th' good work along!"

"Social revolution! Why, ya wall-eyed 'persimmon,' never, since th' beginnin' o' time, has a ordinary guy had a better show for his 'alley' than he has right at present! An', if you'll bahn-leave me to be th' skipper, th' 'marshmallow' that's bellowin' about unjust discrimination oughta be shipped down to Occoquan for th' rest of his days!"

"Social revolution! Why, think, lad, just think! 'Twas but just a short hundred-odd years ago that our great country was a wilderness. Yes, sir, a wilderness; infested by Indians—regular Indians—'o-God 'reds'—why, a gink didn't dast take a chance on a shave without runnin' th' risk of gettin' his neck full o' arrows, but look at us now! I reiterate, look at us now!"

Recognized by all as th' leaders of th' world! A great-big, game, whole-hearted, hard-workin', generous nation, askin' favors of none an' doing justice to all! Proud of our strength, yet meek with our power! Sure of our ability, still never a boast! An' why not! With automobiles to th' right of us, motor trucks to th' left of us, airplanes above us—sizin' an' chargin'—telephones a-rinkin', phonographs a-singin', wimmin' enfranchised a-votin'—th' 'huggin'! Mill-towns a-millin', farm-hands a-tillin', ship-docks a-refillin' as fast as we clear 'em, communities meetin' to pass th' day's business in a jiffy, hot-airin' to all who will hear 'em!"

"Social revolution! No, no, lad, you're all wrong! Social revolution don't belong over here! It's a foreign stuff an' is only meant for them that are downtrodden, persecuted, throtled! It's a remedy for th' poor, miserable, dissatisfied humans who have dragged along through th' centuries as a servient in th' few! It don't listen good in a great free country like ourn, an' th' rattlesnake what alludes to it in a moment of plague is a meddler to our Union an' a thing to be crushed! Now, forget all about it an' run take a bath!"

NOTE—Lon says they may stop th' manufacture of th' light wines, beers an' ryes, but they don't try to legislate th' love from wimmin's eyes!"

Prizes Awarded.

The first prize for the best decorated truck in line was awarded to W. E. Russell, maker of awnings, tents and window shades. The owner received \$100 and the driver \$20. This truck displayed a Betsy Ross exhibit with large sign reading: "We showed the Germans we could make three colors that would not run."

The first prize for the best arranged truck advertising the owner's business went to the Big-4 Transfer Company, \$100 to the company and \$20 to the driver. The Big-4 Transfer Company also won first honors for displaying the best slogan relative to the "ship by truck movement," showing in big letters the phrase, "Move by Motor."

This prize was also \$100 to the company and \$20 to the driver.

The first prize for decorations causing the greatest degree of amusement along the route was won by the Cudahy Packing Company. The picture was of one very stout person who claimed that he had always eaten a certain product and another very lean one who said that he hadn't. This also was worth \$100 to the company and \$20 to the driver.

The first prize for the best decorated military truck sound and light went to government truck No. 224, which carried a large pontoon on its trailer. A prize of \$50 was awarded to the driver.

The prize for the greatest number of trucks owned by one company or individual was awarded to the Motor Transport Corps, which had at least fifty-four trucks of various descriptions in line. One of the striking features of this display consisted of two German war trophies, taken by our boys at Coblenz, Germany. The turnout of the Motor Transport Corps was by far the most impressive feature of the parade.

Others Deserving Mention.

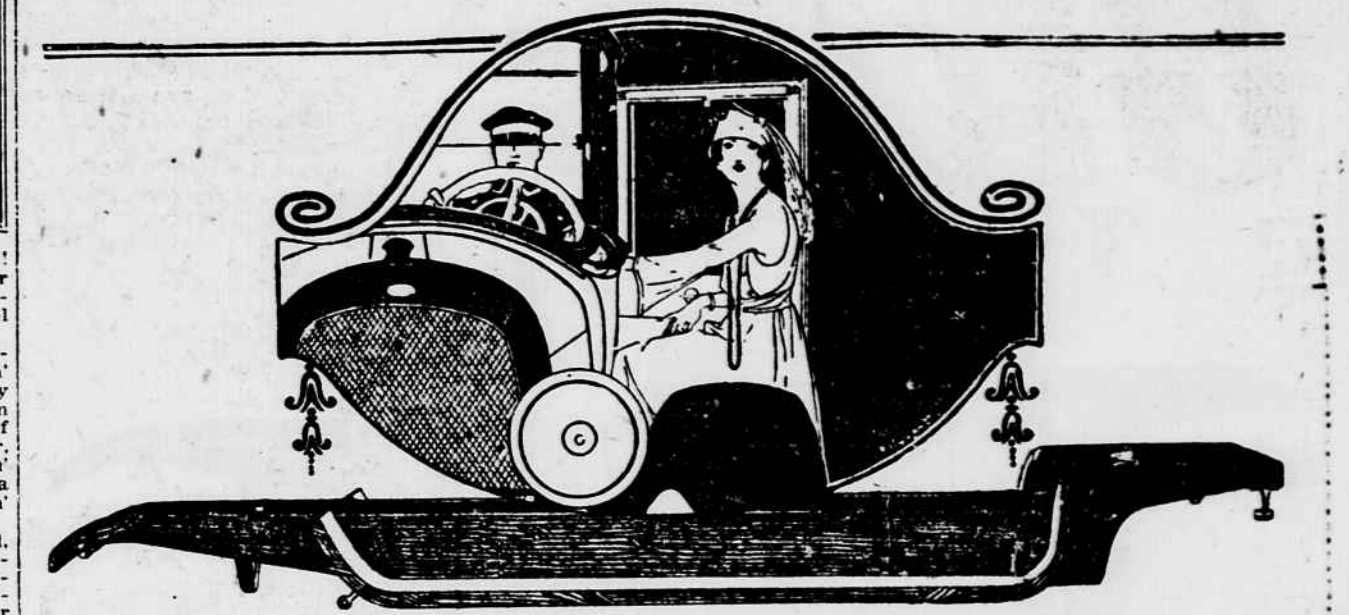
Among others who deserved special mention for care taken with their entries, were the following:

The Luttrell Company, Packard distributors; the Foss-Hughes Company, Pierce-Arrow distributors; Ford Brothers, Giant Truck distributors; the Autocar Company, the White Company, White Truck distributors; the Witt-Will Truck Company, Inc.; the Washington Tire Company, distributors for Akron-American tires; the Commercial Garage, Republic truck distributors; Armour & Company, whose display caused comment all along the line of march; William Killen Transfer Company, one of whose trucks carried a huge engine; Ward & Company, with a beautifully decorated vehicle all covered with flowers and ferns; Taylor-Tolley Sales Company; the General Auto Truck Company, with a large fleet of Oldsmobile Economy trucks; the Semmes Motor Company, Dodge and Wilcox truck distributors; the Motor Company of Washington; Wolverine Lubricants Company; A. Eberly's Sons, Inc., general tire distributors; the Firestone Tire and Rubber Company, which had a very effective display, being one of the pioneer companies in the "ship by motor truck" movement; Ford Motor Company; Donohue Motor Company; Hurley Motor Company, Belden truck distributors; United States Tire Company; Goodyear Tire and Rubber Company; Chevrolet Motor Car Company; E. H. Bauer Company, distributors for Commercial cars and Muskegon trucks; the H. I. Scharf Electrical Company and the Huntington Motor Company, Pan-American and Fulton truck distributors.

Officials of Parade.

The parade was marshaled by General C. B. Drake of the general staff, Motor Transport Corps, and the judges were the Commissioners of the District, Col. Robert N. Harper, president of the Chamber of Commerce; Walter A. Brown, president of the Board of Trade; J. H. Whitefield, president of the City Club; Joseph Berberich, president of the Merchants and Manufacturers' Association; J. J.

member of the firm. Among those present were Isidor Grosner, Gerald D. Grosner, B. D. Friedman, A. Old-Ehrman, F. Blustein, William Allen A. Sidoraki and H. Lunkin.



The sides of the Marmon pressed steel frame are nearly twice the depth of the ordinary frame, yet the total weight is less.

More Strength—Less Weight

IT has become almost a habit with engineers to point to the Marmon 34 as the highest expression of the engineering that will rule the next period of automobile construction. One reason is Marmon's girder-like frame which provides great strength notwithstanding that it is much lighter than frames of conventional design.

The frame is built to the width of the body which is bolted directly to it without the use of sills. This is one important factor in obtaining low center of gravity and in preserving the equilibrium of the car even at higher speeds.

Numerous parts found in conventional construction, which add weight and nothing to the structural strength of the frame, are entirely eliminated in the design of the Marmon. The sides of the frame replace side-aprons, a rear cross member acts as the rear heel-board, steel running boards are integral frame parts, with fenders bolted to them. There are no step hangers, fender irons, or similar supports, which add nothing but weight and provide opportunities for squeaks and rattles.

As in the frame, throughout its entire structure, the Marmon 34 is a simplified, scientifically designed car—a car of the new school that is to supersede the conventional cars of today.

136-Inch Wheelbase—1100 Pounds Lighter—Only 4 Grease Cups—Greater Gasoline and Tire Mileage

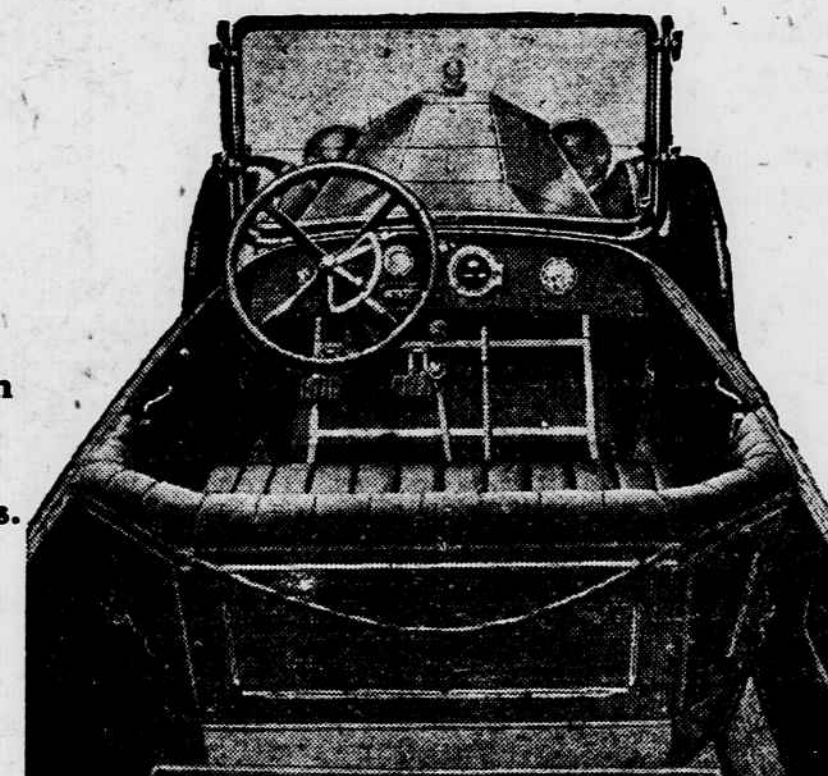
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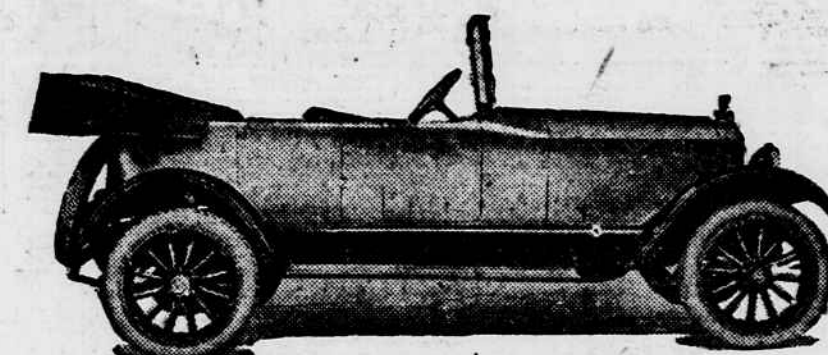
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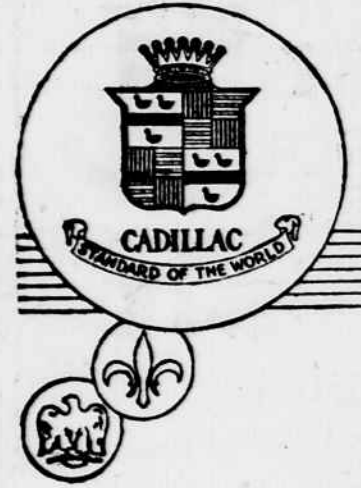
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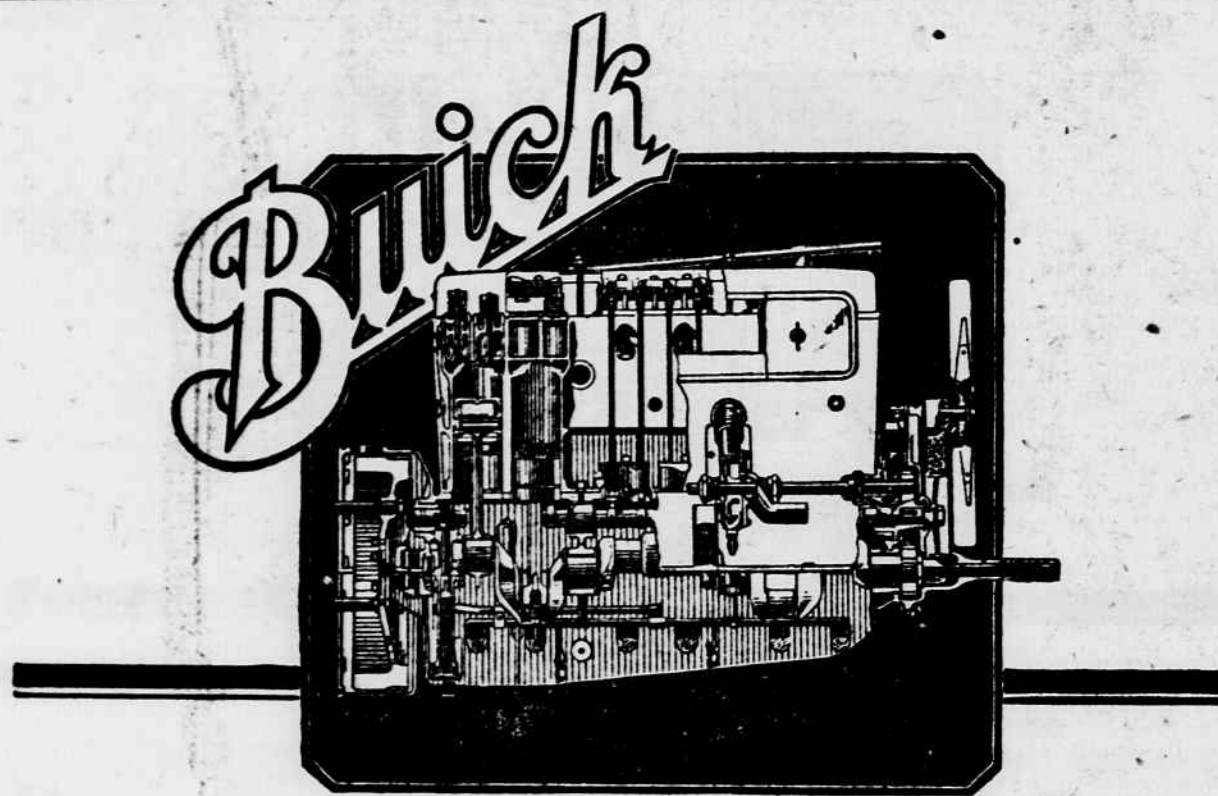
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